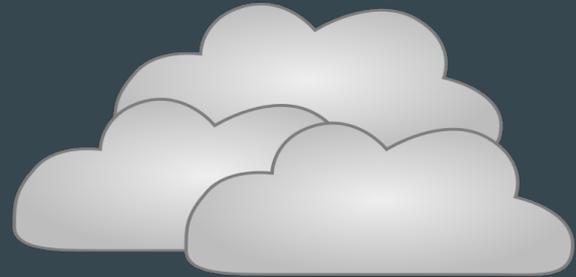


DAS/TAF Update 2022



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Melissa Di Spigna
ERH Regional Aviation Meteorologist

Mike Graf
Meteorologist/International Liaison

DIGITAL AVIATION SERVICES IN THE NWS

In late 2020, the NWS received a [requirements letter from the FAA](#) detailing a desire for gridded and point and click aviation forecasts.

In 2021, team of RAMs, NWSHQ, and AWC developed DAS Grid Guidelines, Definitions, Collaboration Criteria, and Testing for Future of DAS document. This document was reviewed by subject matter experts.



THE DAS DOCUMENT

Lays out potential future expectations for the program such as:

- How often grids should be updated (4x daily)
- Collaboration thresholds (No set values, but should consider flight cats and other critical thresholds when applicable)
- NDFD requirements
- What time grids should be updated
- Common starting points for consistency



THE DAS DOCUMENT

Also lays out...

- Future plans for web presence
- Integration of field efforts into AWC products
- Potential workflow/consistency between WFO/AWC
- Ongoing work with OPG/MDL(i.e. NBM) to improve grids

WHAT TO KNOW...

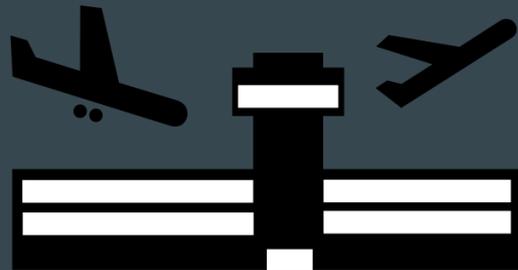
Gridded aviation data is available to view here: <https://digital.mdl.nws.noaa.gov>

Experimental ceiling, visibility, and LLWS grids are a forecast depicting hourly data from 1-30 hours.

If an office has missing or insufficient gridded data available, it is supplemented with the NBM

Users are encouraged to provide feedback on this experimental Product through the NWS survey at: <https://www.surveymonkey.com/r/ExpCigVisLLWSGrids>

Gridded data is expected to become operational in 2023



PROB30 IN THE FIRST 9 HOURS OF THE TAF

NWS currently taking steps to allow for the use of PROB30 in the first 9 hours of the TAF.

- Allows the US TAFs to align to ICAO Annex 3 and the FAA will no longer need to file a difference with the ICAO.
- Allows the NWS to take advantage of existing probability of precipitation grids
- Better alignment with airline TAFs
- Eliminates some ambiguity with VCTS use

When? NWS training and software adjustments needed. Estimated summer 2023.

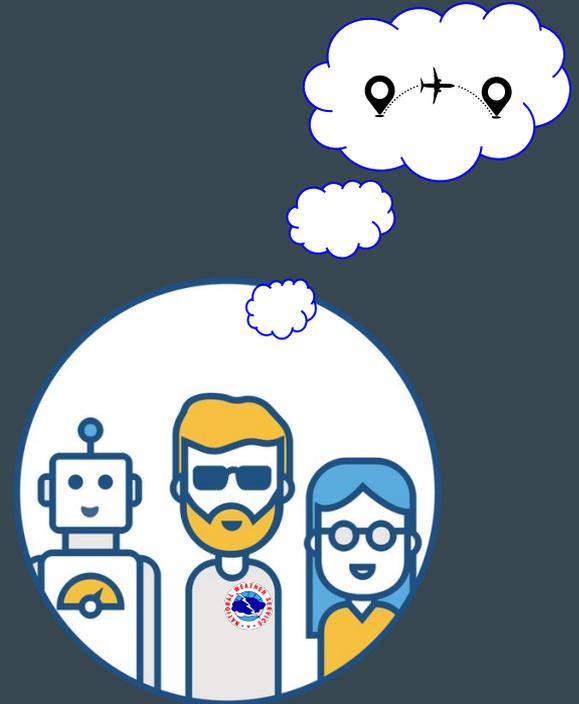


ALSO EXAMINING POSSIBLE CHANGES TO TAFS:

Currently a group evaluating the following:

- PROB40 - has not been in the US TAF since 2002
- VCTS
- NIL TAF

FEEDBACK REQUESTED!!!



VCTS

- International definition for VC is “between approximately 5 and 10SM of the aerodrome reference point and used only in METAR and SPECI with present weather.”
- NWS forecasters use it as a hedge to introduce the possibility of Convection in the first 9 hours since PROB30 was not allowed.
- We don't know of any other country that uses VC in TAFs
- With PROB30 allowed in the first 9 hours, we can minimize or eliminate the use of VCTS (and other VC descriptors).
- Training to WFO TAF producers targeted on usage of VCTS and PROB30 during 2023 based on user feedback.



VCTS

Usage of VCTS is inconsistent between offices and forecasters. Some offices use it to convey convection near a TRACON, some use it for different distances, and for areas with complex terrain.

Question: Do you prefer no VC in the TAF if PROB30 is allowed in the first 9 hours?

Question: Is there any use case for VCTS with the re-introduction of PROB30?



FINAL NOTES...

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